

THORNE'S

No. 4,
OLD VAT
SCOTCH
WHISKY.

As supplied to the House
of Lords and House of Com-
mons.

A. S. WATSON & Co., Ltd
WINE & SPIRIT MERCHANTS
ALEXANDRA BUILDING, Hongkong.

WAR NEWS.

GERMAN AIRSHIP BLOWN TO
PIECES.

One of Largest of Zeppelins Destroyed.

TWO MEN KILLED IN CONFLICT.

Brussels, Aug. 6th.-Germany has lost
one of her biggest dirigible airships. It
was attempting to cross over the Herve
passport when the Belgian gunners got the
range with an especially designed gun for
aircraft. An explosive shell crashed
through the envelope, and the gas bag
exploded, the dirigible falling in a crumpled
mass, her entire crew, believed to number
twenty-six, being killed. The wreckage
landed on the Herve nation just a little
way from the frontier.

Almost immediately after the Zeppelin
was wrecked an aeroplane rose from the
German position and attempted a fight
over the Herve in the direction of the
main fortress of Liège. It was shot down
by the aeroplanes sent from the Herve
fort. This last demonstration of the
accuracy of the Belgian fire discouraged the
Germans, and their aeroplanes for the rest
of the day contented themselves with
flights above the German lines.

OPPOSING AVIATORS KILLED.
Liege, Aug. 6th.-Belgian and German
airmen met in conflict near here yesterday,
furnishing a spectacular scene for both
sides. The net result of the battle in the
air showed no advantage to either side, as
both men were killed.

The Belgian airmen left the ground to find
out the position and strength of the
approaching enemy. He had not been long
in the air before another aviator was seen
to rise from the German ranks. The two
aviators approached each other with
caution, and as they came together there
was much circling and maneuvering to gain
the upper hand. It was apparent that both
were desirous of getting the other man
below. Both men were armed with rifles
and took shots at each other, but with what
effect could not be ascertained.

Suddenly the Belgian dashed for the
German flying machine, struck the enemy's
machine in the middle and cut it in two.

THE "TIMES" COMMENT.

Favourable to the Allies Except
Mulhausen.

London, August 14.
The military expert of the "Times" con-
sidered that the results have hitherto been
favourable to the Allies except at Mulhau-
sen, but he points out that the French are
mainly on the defensive there, and so long
as they hold Belvoir and the chain of forts
to Bapaume nothing else matters. He con-
sidered that even at the past twelve days
are satisfactory, as the close of the twelfth
day of the French mobilization finds
agreedly a German soldier in France.

London, Aug. 14.
Reuter's correspondent, describing the
Belgian campaign, says that it is the
result of a determined attempt by the
German cavalry to crush the Belgian left
wing. The Germans advanced in two
divisions, along several roads, with the
object of reaching the river Vesdre at Dier-
pen, and as they came together there
was much circling and maneuvering to gain
the upper hand. It was apparent that both
were desirous of getting the other man
below. Both men were armed with rifles
and took shots at each other, but with what
effect could not be ascertained.

London, Aug. 14.
Reuter's correspondent, describing the
Belgian campaign, says that it is the
result of a determined attempt by the
German cavalry to crush the Belgian left
wing. The Germans advanced in two
divisions, along several roads, with the
object of reaching the river Vesdre at Dier-
pen, and as they came together there
was much circling and maneuvering to gain
the upper hand. It was apparent that both
were desirous of getting the other man
below. Both men were armed with rifles
and took shots at each other, but with what
effect could not be ascertained.

London, Aug. 14.
Reuter's correspondent, describing the
Belgian campaign, says that it is the
result of a determined attempt by the
German cavalry to crush the Belgian left
wing. The Germans advanced in two
divisions, along several roads, with the
object of reaching the river Vesdre at Dier-
pen, and as they came together there
was much circling and maneuvering to gain
the upper hand. It was apparent that both
were desirous of getting the other man
below. Both men were armed with rifles
and took shots at each other, but with what
effect could not be ascertained.

London, Aug. 14.
Reuter's correspondent, describing the
Belgian campaign, says that it is the
result of a determined attempt by the
German cavalry to crush the Belgian left
wing. The Germans advanced in two
divisions, along several roads, with the
object of reaching the river Vesdre at Dier-
pen, and as they came together there
was much circling and maneuvering to gain
the upper hand. It was apparent that both
were desirous of getting the other man
below. Both men were armed with rifles
and took shots at each other, but with what
effect could not be ascertained.

London, Aug. 14.
Reuter's correspondent, describing the
Belgian campaign, says that it is the
result of a determined attempt by the
German cavalry to crush the Belgian left
wing. The Germans advanced in two
divisions, along several roads, with the
object of reaching the river Vesdre at Dier-
pen, and as they came together there
was much circling and maneuvering to gain
the upper hand. It was apparent that both
were desirous of getting the other man
below. Both men were armed with rifles
and took shots at each other, but with what
effect could not be ascertained.

London, Aug. 14.
Reuter's correspondent, describing the
Belgian campaign, says that it is the
result of a determined attempt by the
German cavalry to crush the Belgian left
wing. The Germans advanced in two
divisions, along several roads, with the
object of reaching the river Vesdre at Dier-
pen, and as they came together there
was much circling and maneuvering to gain
the upper hand. It was apparent that both
were desirous of getting the other man
below. Both men were armed with rifles
and took shots at each other, but with what
effect could not be ascertained.

London, Aug. 14.
Reuter's correspondent, describing the
Belgian campaign, says that it is the
result of a determined attempt by the
German cavalry to crush the Belgian left
wing. The Germans advanced in two
divisions, along several roads, with the
object of reaching the river Vesdre at Dier-
pen, and as they came together there
was much circling and maneuvering to gain
the upper hand. It was apparent that both
were desirous of getting the other man
below. Both men were armed with rifles
and took shots at each other, but with what
effect could not be ascertained.

London, Aug. 14.
Reuter's correspondent, describing the
Belgian campaign, says that it is the
result of a determined attempt by the
German cavalry to crush the Belgian left
wing. The Germans advanced in two
divisions, along several roads, with the
object of reaching the river Vesdre at Dier-
pen, and as they came together there
was much circling and maneuvering to gain
the upper hand. It was apparent that both
were desirous of getting the other man
below. Both men were armed with rifles
and took shots at each other, but with what
effect could not be ascertained.

London, Aug. 14.
Reuter's correspondent, describing the
Belgian campaign, says that it is the
result of a determined attempt by the
German cavalry to crush the Belgian left
wing. The Germans advanced in two
divisions, along several roads, with the
object of reaching the river Vesdre at Dier-
pen, and as they came together there
was much circling and maneuvering to gain
the upper hand. It was apparent that both
were desirous of getting the other man
below. Both men were armed with rifles
and took shots at each other, but with what
effect could not be ascertained.

BUSINESS NOTICES.

SAINT-RAPHAEL
TONIC, RESTORATIVE, DIGESTIVE WINE
Very palatable.
Known throughout the world and prescribed in all cases of
Anemia, Debility and Convalescence, to young women, children
and the aged. Invaluable in hot climates.
DOSE: One wine-glass after the two principal meals.
Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition
to the registered trade-mark -
(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.
(2) A METAL SEAL advertising CLETEAS.
is a MELISSA and MINT cordial
which surpasses all others by its
purity and faultless preparation. To be taken in a lump of sugar.
COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Isère) France.
CALEDON, MACGREGOR & Co., Hongkong.

"MUMEYA"
"While-you-wait" Photography
JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH
APPARATUS AND MATERIALS WHICH CAN FINISH
IN AN HOUR.
"Special terms 30% reduction for Volunteers
and all men in uniform."
No. 81 Queen's Road Central.
TELE. No. 254.

WATKINS LIMITED.

(In Voluntary Liquidation).

LOST SCRIPT.

NOTICE IS HEREBY GIVEN that the
following Shares in the above Com-
pany are alleged to have been LOST:-
Certificate for 50 Shares No. 401/450
inclusive in the name of
JAMES BACKHOUSE.
Application has been made to the Un-
derwritten for the Payment of the sum of
\$212.50 (Two Hundred and Twelve and
Cents Fifty) in respect of the First
and Final Dividend at the Rate of \$4.25
(Dollars Four and Cents Twenty-Five) per
Share declared on the 31st July, 1914, on
the above-mentioned Shares, and should
no objection be lodged with the Under-
signed within one month from date hereof,
the application will be complied with.
R. CARPMAEL, Esq.
Official Receiver,
Hongkong, July 22, 1914.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 10 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS.

8.50 p.m. and 9 p.m. 9.30 p.m. to 11.00
p.m. every half hour.
11.0 p.m. to 11.45 p.m. every quarter of
an hour.

SUNDAY.

7.45 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.20 a.m. to 12 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAY.

Extra Car at 12 midnight.
SPECIAL CARS by arrangement at the
Company's 615, ALEXANDRA BUILDING,
Des Vaux Road Central.

JOHN D. HUMPHREYS & SON
General Managers.

SINGON & CO.

ESTABLISHED 1870

IRON, STEEL, METAL and HARD

WARE, MERCHANTS. Wholesale
and Retail. Ironmongers, 119 Iron and
Foundry etc. Importers, General Store-
keepers and Shipchandlers. Nos. 22 and
37, Des Vaux Road Central, (2nd Street, west
of Central Market) Telephone No. 615.
Hongkong, September 4, 1913.

THE ALEXANDRA CAFE Cannot be

Beaten. It is Equalled. For Good
Cakes, Confectionery, Meals with Wine &
Liquors.

HOTELS

KINGSCLERE HOTEL, HONGKONG.

UNRIVALLED position in the Hill
district, overlooking the Botanical
Gardens and facing the Harbour.
Auspicious quiet Suites with luxuriously
fitted Bathrooms, Telephone and Electric
Fans.
Telephones in Bedrooms and Sitting-rooms
throughout.
Telephone No. 1122.
Cable Address: "Kingsclere."
A.S.C. Code 6th Ed.
Hongkong, September 1, 1908.

KING EDWARD HOTEL

Central Location.
A Electric Trams Pass Entrance.
Electric Lifts, Fans and Lighting.
European Baths and Sanitary Fittings.
Hot and Cold Water System throughout.
Best of Food and Service.
Telephone 372. R. H. NORTH.
TELEGRAPHIC ADDRESS: "VICTORIA."
"VICTORIA."

CHEN KWONG & Co., Ltd.

GENERAL IMPORT &
EXPORT.
CANTON.

LARGE WHOLESALE & RETAIL

STOCK.
FURNITURE, Drapery, Groceries,
Boat and Shoes.
Makers of Jewellery, Lacquerware,
Crochery Ware.
Ironmongery, Wine and Spirits.
Foreign Clothes for gentlemen made to
order by our own tailors.
Large assortment of Chinese Silks and
Foreign Goods of every description.
All goods sold at reasonable Prices.
The Cheapest and Best place in Canton &
Hongkong to buy Chinese and Foreign
Goods.
80, PAT POO STREET,
CANTON and
Nos. 237, 239, Des Vaux Road
and No. 12, Connaught Road Central,
Tel. No. 511. Hongkong.

SING TING.

Surgeon Dentist.
No. 14, D'AGUIER STREET.
TERMS VERY MODERATE
Consultation Free.

THE CARLTON HOTEL

Recently Renovated and Refurnished.
Self-Contained Suites of Apartments with Private
Bath-rooms attached. Luxuriously Furnished Lounge, Drawing, Reading
and Writing Rooms.
PERFECT SANITATION.
Under Personal Management of
O. D. G. P. Proprietor.

BUSINESS NOTICES.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG

MONDAY, 7th SEPTEMBER.

8 A.M. 'HONGSHAN.' 8 A.M. 'HONAM.'

5 P.M. 'KINSHAN.' 5 P.M. 'KINSHAN.'

TUESDAY, 8th SEPTEMBER.

8 A.M. 'HONAM.' 8 A.M. 'HONGSHAN.'

5 P.M. 'KINSHAN.' 5 P.M. 'KINSHAN.'

Single Fare by Night Steamer \$ 6.00

Return Fare by Night (available also for Return by day Steamer) 10.00

Single Fare by Day Steamer 4.00

Return Fare by Day Steamer 8.00

The attention of the travelling Public is drawn to the comfort afforded by the
Company's vessels. Passengers arriving by Night Steamers from Canton (due at
Hongkong about 11 p.m.) are permitted to sleep on board till next morning without
extra charge. Electric fans and electric light are available all night.

HONGKONG-MACAO LINE.

S.S. 'SUI TAI' S.S. 'TAISHAN'

HONGKONG TO MACAO

Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf

Sundays at 9 A.M. and 12.30 P.M. from the Company's Wing Lok Street Wharf

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sundays at 7.30 A.M. and 5 P.M.

EXCURSION TO MACAO

SUNDAY, 13th SEPTEMBER.

The Company's Steamship "TAISHAN."

will depart from the COMPANY'S WING LOK STREET WHARF at 8 A.M.

and return from Macao at 2 P.M.

N.B.-The Company will also run a steamer from Macao on Sunday morning at
7.30 A.M., and from Hongkong at 12.30 P.M., from the Company's Wing Lok Street
Wharf.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. 'HOISANG'

Departures from Macao to Canton on Monday, Wednesday and Friday, at 8 P.M.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

CANTON-WUHOW LINE.

S.S. 'SAINAM', 588 Tons, and S.S. 'NANSING', 668 Tons.

Once a week Steamer leaves Canton for Wuhow every Monday, Wednesday
and Friday, at about 8 A.M., and the other leaves Wuhow for Canton on the
days at 8.30 A.M. Round trips take about 5 days. Passengers can return to
Hongkong or vice versa by the Company's direct Steamers "LINTAN" and
"SANGU". These vessels have superior Cabin accommodation and are lighted
throughout by electricity. Electric fans in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the -

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOTEL MANSIONS (First Floor),
Opposite the Blake Pier.

THE HONGKONG HOTEL

AND
GRILL ROOM

J. H. TAGGART
MANAGER.

PEAK HOTEL.

ADJACENTLY SITUATED AT VICTORIA GAP.
Adjoining the Tramway 7-minutes, 1,400 feet above Sea Level.

A FIRST CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.

Telephone in all rooms. First-class Cuisine, Lounge, Smoking and Ladies' Rooms.

Roof Garden.

Terms - From \$5 per day Mx.

Telephone Add: "Peakful".

P. O. KRUTER
Manager.

GRAND HOTEL.

NOTED FOR THE BEST FOOD, REFRIGERATION, ACCOMMODATION
AND CLEANLINESS.

CUISINE UNDER EUROPEAN SUPERVISION.

ELECTRIC LIGHT & FANS THROUGHOUT.

F. REICHMANN, Proprietor.

BUSINESS NOTICES.

GREEN ISLAND CEMENT CO., LD. Portland Cement

In Casks of 375 lbs. net

In Bags of 25 lbs. net

Shewan, Tomes & Co.

GENERAL MANAGERS.

"NESTOR" Sanitary Fluid.

Reliable Disinfectant.

Two table-spoonsful to a gallon of water for washing
floors, etc., is most useful for the Destruction of Fleas.

PER PINT TIN 50 CENTS

PER GALLON TIN \$2.00

VICTORIA DISPENSARY.

32, QUEEN'S ROAD CENTRAL.

MEE CHEUNG

ART PHOTOGRAPHER.

CHILDREN'S PHOTOS

A
SPECIALITY.

NOTE ADDRESS
THE HOUSE HONGKONG

NEW SHIPMENT

Government guaranteed 1st Grade Butter.
Packed specially in Australia for us. Absolutely
Best Imported. None Better quality made.

75 cents per lb.

FOR THE BEST OF EVERYTHING procurable in ANY CLASS
RESTAURANT IN THE EAST TRY THE

ALEXANDRA CAFE

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED).

ENGINEERS and SHIPBUILDERS, BOILER MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two shipyards and can accommodate any craft
of 200 feet long.

Two Yards, 42, Des Vaux Road Central, Hongkong. Telephone No. 429.

Shipyard, 8-11, Des Vaux Road, Hongkong. Telephone No. 430.

Estimates furnished on application.

Hongkong April 1, 1912.

WONG PING WA, Manager.

CALBECK, MACGREGOR & CO.

(Established 1864)

AGENTS FOR

Contrexeville Water

(Source Pavillon)

The famous cure for gout, rheumatism,
diabetes &c.

In the tropics it is advisable to drink
Contrexeville regularly in order to keep the
blood pure.

INTIMATIONS

G. FALCONER & CO., LTD.,

WATCHMAKERS & JEWELLERS.

DIAMOND BRACELETS, RINGS, BROOCHES.
SILVER CUPS, TEA SETS, CIGARETTE CASES.
etc., etc.

AGENTS FOR

BENSON'S ENGLISH MADE WATCHES.

HOTEL MANSIONS: OPPOSITE GENERAL POST OFFICE.

WING KEE & CO.,

Nos. 47, 48 and 49, CONNAUGHT ROAD CENTRAL.

SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
MERCHANTS, etc., etc., of FIFTY YEARS STANDING.
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.
FRANCIS CO. TSE YAT, General Manager.
Hongkong, August 12, 1914.

TH S. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, etc.Head Office for the Far East: 16, 18 & 20, VICTORIA ROAD CENTRAL, HONGKONG.
SHANGHAI: 2-3, FORTUNE ROAD, YOKOHAMA: 32, WATER STREET.
MANILA: MANILA HOTEL, P. O. BOX 720.TICKETS supplied to SHIPBOARD by the principal STEAMSHIP LINES and
TRANS-AMERICAN RAILWAY.TOURS arranged to ALL PARTS of the World.
BAGGAGE checked, forwarded and insured at lowest rates.
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

CHIEF OFFICE: LUDGATE CIRCUIS LONDON, E.C.

INTIMATIONS

MITSU BISHI GOSHI KWAISHA
(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKA
SIMA OCHI, MUTABE, YO-
SHINOTANI, KISHIDAKE, HOJO,
KANADA, NAKAMURA, SANO,
SHINNEW and KAMITAMADA
Collieries.AGENTS for SAKITO, & OYUBARI
COALS.

HEAD OFFICE: TOKYO.

BRANCH OFFICES:—

Nagasaki, Moji, Karatsu,
Yokohama, Otsu, Muroran,
Hakodate, Kobe, Osaka, Kyoto,
Tokyo, Yokohama, Nagoya,
Tsuruga, Shanghai, Hongkong,
Hankow, Peking.TEL. ADDRESS for above: "IWASAKI"
Codes:—A1, ABO 5th Ed., Western Union.

AGENCIES:

CHINKIANG: Messrs Gearing &
Co.MANILA: Messrs Macdonald &
Co.SINGAPORE: Messrs Borneo Co.
Ltd.GLASGOW: Messrs A. R. Brown,
McFarlane & Co., Ltd.For particulars, apply to
K. KATO,
Manager.No. 2, PRINCE STREET,
HONGKONG.THE HONGKONG ROPE MANU-
FACTURING CO., LTD.AN INTERIM DIVIDEND OF ONE
DOLLAR (8%) per Share for the
year ending 31st June, 1914, will
be payable on MONDAY, the 7th Sep-
tember, 1914, on which date a Dividend Warrant
may be obtained at the Company's Office.
The TRANSFER BOOKS of the Com-
pany will be CLOSED from FRIDAY the
4th September, to MONDAY 7th Sep-
tember, 1914, both days inclusive.
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, Sept. 1, 1914.

DOUGLAS STEAMSHIP CO., LTD.

THE ORDINARY GENERAL MEET-
ING OF SHAREHOLDERS in the
above Company will be held at the
Company's Office on SATURDAY the
24th of September, at Noon, for the
purpose of receiving the Report of the
General Manager, together with a State-
ment of Accounts to 31st June, 1914.
The TRANSFER BOOKS will be
CLOSED from the 21st to the 26th of
September, both days inclusive.DOUGLAS LAMPAIR & Co.
General Managers.

Hongkong, Sept. 5, 1914.

DAIRY FARM NEWS.

NOTHING CAN EXCEL
OUR
DAIRY BRAND
TABLE BUTTER.It is pure, delicious and positively
the best brand.
On the market
insist on getting the genuine article.NORTH BRITISH & MERCANTILE
INSURANCE CO.IS WHICH ARE THE SHARERS OF
THE OCEAN MARINE INSURANCE
COMPANY, LTD.,
and
THE RAILWAY PASSENGERS
ASSURANCE CO.TOTAL FUND at 31st DECEMBER, 1913,
£22,561,285.I—Authorized Capital £6,000,000
Subscribed Capital £4,500,000
Paid up Capital £2,500,000II—Fire Funds..... £2,500,000
Life & Annuity Funds..... £3,000,000
Sinking Fund account..... £8,513Revenues Fire Branch..... £2,500,000
Life and Annuity Branches..... £1,973,280Revenues Marine Department..... £202,692
Other Receipts..... £400,185

£25,233,312

The Accumulative Funds of the various
branches are separately invested, and, by
Act of Parliament, are set aside to meet
the claims under the respective Depart-
ments of the Company's Business.SHEWAN, TOMES & CO.
Agents.If you have lost your appetite, one of
the best variety of diets at the
ALEXANDRA CAFE is sure to tempt
you.

Open Till Midnight.

"CAPSTAN"
NAVY CUT
TOBACCO &
CIGARETTES
"Always most welcome"

W.D. & H.O. WILLS BRISTOL & LONDON.

WAR NEWS.

THE GERMAN INVASION OF
BRUSSELS.

London, Aug. 22.

The military correspondent of the
"Daily News," who has just returned
from Belgium, describes the entry of the
German troops into Brussels. He says
that the enemy appeared at about 11.30
a.m. on the 21st instant on the Louvain
road. The approach of the German
troops struck the Belgians with astonish-
ment and terror, and so rapid was their
advance that by one o'clock in the after-
noon there were about 40,000 German
troops in the city. They at once com-
menced all the automobiles which
were packed full of troops and sent for-
ward with the object of seizing Ostend.Another section of the German force
which had been pressing forward to auto-
mobile from Alost (Abbot) reached Ghent
at noon. The "Daily News" correspond-
ent was ordered by the German com-
mander to leave the country, and accord-
ingly proceeded at once to Ostend and
crossed to Folkestone. Up to the time
of his leaving, there was nothing unusual
in the situation at Ostend, but it seems
that although the Belgian authorities are
keeping the Allies informed of the move-
ments of the German troops, the Belgian
people themselves know nothing of the
rapid advance of the German forces
through the country.According to one of the refugees from
Brussels, when the Germans entered the
city the Nord station was closed, all rail-
way traffic having been stopped. The
citizens of Brussels left the place in
motorcars and omnibuses, or—as the
majority had to—walked or ran before the
German advance. The steamers leaving
for England were crowded with
refugees, but there is no sort of panic.The Belgian troops continue to retreat
before the German advance, but in per-
fect order.The German Commander at Brussels
has demanded the sum of £8,000,000 from
the citizens, which works out at about
£11 per head.THREE GERMAN ARMY CORPS
REPULSED.Mr. Francis McCullagh, the well known
correspondent of the "Night Night," under
date St. Petersburg, August 23rd, writes:—
The Russian northern forces have been
making a vigorous advance upon the Ger-
man frontier in East Prussia and have
succeeded in concentrating in this district
and demonstrating unrelenting efficiency.
The Russians have occupied Insterburg
and have paralyzed traffic upon a section
of one of the German military railways.At the battle of Insterburg, the Russians
smashed the line of the enemy pushed forward
destroying wire entanglements and other
defences that had been raised by the Ger-
man troops. The wonderful clarity shown
by the Russian infantry at this juncture
was the cause of the victory.The Danzig line, on the German side
is now in danger. This is the latest three
days along a line of 27 miles. The three
German corps resisted the Russian advance
but were repulsed with great loss. The
Germans asked for an armistice to bury the
dead but were refused.—"Japan" declares.The twelve principal users of the Suez
Canal during 1913 were as follows:—

Tonnage, Voyages.

Ellerman Lines—City,
Hall, Bucknall, Elder,
Hornby & Co., etc.Peninsular and Oriental 1,225,000 251
Holt (Ocean, China
Mutual) 1,162,000 244Hansa 1,037,000 256
Hamburg-Amerika 790,000 190Messageries Maritimes 678,000 181
Norddeutscher Lloyd 630,000 100Rotterdam Lloyd 564,000 145
Nederlandsche Stoomvaart
Maatschappij 552,000 120British India 493,000 104
Cayzer, Irvine and Co. 486,000 142American Lloyd 470,000 124
The first three lines in the table are
British and the next six foreign.DON'T Forget after the Show, Supper,
and Light Refreshments
ALEXANDRA CAFE.

Open Till Midnight.

POPULAR ACTRESS FOR
AMERICA.An exceptional theatrical agreement has
been concluded by Mr. George Tyler, the
American theatrical manager, of the firm
of Leiber and Company, New York. He
has secured the exclusive services for a long
term of years, both for America and for
England, of Miss Phyllis Neilson Terry,
the daughter of Mr. Fred Terry and Miss
Julia Neilson. The contract embodies over
fifty-two pages of closely type-written
matter.Discussing the agreement Mr. Tyler said
it had been his observation to secure Miss
Terry's services since he attended a special
matinee of "Twelfth Night" at his
Majesty's Theatre, four years ago and saw
her make her first appearance as an up-
known actress, whose name on the pro-
gramme was "Phyllis Terry.""The contract," said Mr. Tyler,
"gives me the absolute control for a long
period of years of the young lady's artistic
career. She is, to be sure, a very success-
ful actress, but she is also a very young
star and she is in the hands of a man
who is a star and who is in the hands of a
man who is a star and who is in the hands
of a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of
a man who is a star and who is in the
hands of a man who is a star and who is
in the hands of a man who is a star and
who is in the hands of a man who is a
star and who is in the hands of a man
who is a star and who is in the hands of



Hughes and Hough

AUCTIONEERS TO THE GOVERNMENT,
AND ADMIRALTY.

General Auctioneers
AND
Share, Coal and
General Brokers.

PROPRIETORS

"TO-KWA-WAN"
COAL STORAGE.

Codes used:
A.B.C. and 5th Editions
A1. TELEGRAPHIC CODE.

Telegraphic Address
MERION HONGKONG.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

on

TUESDAY,
the 8th September, 1914, commencing at
2.30 p.m. at their SALES ROOMS,
No. 8, Des Vaux Road, Corner
of Ice House Street.

A QUANTITY OF
**VALUABLE TEAKWOOD AND
BLACKWOOD FURNITURE,**
Comprising as follows:

TEAKWOOD—Dining and Drawing
Room Furniture, Upholstered Arm-chairs
and Sofas, Corbels and Rugs, Brass and
Brass-mounted Bedsteads, Bureaux, Ward-
robes, Washstands, &c., Sideboards,
Dinner Wagons, Extension Dining Tables
and Chairs, Ice Chests, etc., Dinner and
Dessert Services, Crockery, Sundry Glass
Ware, Cooking Stoves, Kitchen Utensils,
Cutlery, &c., Brass Fenders and Fire
Brasses.

Also
Wall Brackets, Inlaid Blackwood Trays,
Blackwood Folding Chairs, Cabinets,
Overmantels, Side Table, Desk, a variety
of Stands, etc., etc., and 2 Pianos in good
condition.

(Full Particulars from Catalogue.)
Terms:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, Sept. 5, 1914. 180

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

on

FRIDAY, and SATURDAY,
the 11th & 12th September, 1914,
commencing each day at 2.30 p.m.,
at their SALES ROOMS, No. 8,
Des Vaux Road, Corner
of Ice House Street.

A LARGE QUANTITY OF
CHINESE PORCELAIN AND CURIOS,
JUST ARRIVED FROM SHANGHAI.
Comprising:

Chinese Porcelain of every description,
Brasses, Broomsticks, etc., of the Sung,
Ming, Kanghi, Yungching, Kienlung and
Tongkong Dynasties.

Also
A number of Valuable Chinese Paintings
and Engravings, Embroideries, Jadeite
Ornaments, Old Chinese Lacquered Ware,
amber Bells, Ivory, etc., etc., etc.

(Full Particulars from Catalogue.)
On view Thursday, 10th September.
The Undersigned have been authorized
to refund purchase money if not found as
specified within one week.
Terms:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, Sept. 4, 1914. 176

THE FIRST CHINESE NEWSPAPER.
EVER ISSUED UNDER
PURELY NATIVE DIRECTION.

The Chinese Mail

第 日

THE LARGEST CHINESE POLITICAL AND
COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING.

CONTAINS THE MOST RELIABLE
TELEGRAPHIC NEWS FROM
NORTH CHINA.

ALL THE LATEST INFORMATION FROM
VARIOUS PORTS IN CHINA AND JAPAN.

\$5.00 per Annum delivered in Hongkong
\$12.50 in all other Ports.

6, WELLINGTON STREET, HONGKONG.

If you happen to be late your mail will
be Courteously and Promptly served
at the same. Only at the ALEXAN-
DER'S.

W. S. BAILEY & Co., Ltd

Kowloon Bay

SHIPBUILDERS AND REPAIRERS.

VESSELS IN STEEL OR WOOD, STEAM OR MOTOR DRIVEN, TUGS
BARGE, STEAM OR OIL LIGHTERS, LAUNCHES,
MOTOR YACHTS AND HOUSEBOATS.

ROOFS, BRIDGES, STEEL BUILDINGS AND CONSTRUCTION WORK.
SMART STEAM LAUNCH FOR SALE OR HIRE.

WAR AND FOOD SUPPLY.

THE BRITISH CROPS.

Produce of the Combatants.

It is an undoubted benefit to the British
consumer that war has been delayed until
the first sheaves of the Home crops were
already in stock, while so much wheat and
barley was ripe for the harvest that scarcity
could be at most a matter of days, says
"The Times" of July 31st. Had war
broken out before June was over, the ex-
istence of the corn markets must have
been far greater than has actually been the
case.

The days when our ports held a month's
supply of wheat and ample reserves of
feeding stuffs for her stock appear to be
past, and trade profits in times of peace
are now so small that there is no longer a
margin for carrying charges, for paying for
the warehoused holding of grain, or of
demurrage on arrival, but unluckily, corn
on shipboard. That flour has risen 1s. 6d.
per sack since Monday and wheat 2s. per
quarter despite the early prospective
supply of fair to good home crops is a
circumstance supplying in some slight
measure a key to what would have hap-
pened if new crop supplies had been seven
weeks in total of a fortnight.

So much for the general situation. The
particular details of the food supplies
involved in the present struggle in South
Eastern Europe require separate consider-
ation, for two very distinct issues will be
found to be involved.

RUSSIAN PRODUCE.
The first but not least important issue is that
of the British market being cut off from
certain quality articles much in request,
yet by no means to be regarded as neces-
sary. Austrian rolls on the dinner table
and fine flour of Hungary for making
light and high-class pastries are already
being sought in vain, being produced at a
low, for the flour is up to 50s. per sack
and may easily go much higher. Indeed,
Austria Hungary is not likely to continue
shipping at all. The home wheat crop of
the Dual Empire is reckoned about 7 per
cent. deficient, the yield varying from a
full average in Western Austria to as much
as 14 per cent. under the mean in Hungary
and Transylvania. The eastern part of the
Empire, that nearest to the seat of war,
will be barely self-sufficient. Happily
there is no reason to fear that the deficiency
will become a matter of urgent necessity
for the chief London millers and their
brethren of other cities are making ex-
cellent pastry flour by Hungarian process,
no longer the jealously guarded secret of
the Danubian mill.

The other quality staple from which we
may consider ourselves cut off is the small,
round maize of Hungary, Serbia, and the
entire region of immediate strife. This
particular article is highly esteemed for
feeding poultry, pigeons and game birds,
but very much less so for human consumption,
and home grown tick beans will be available.
The matter is one of secondary consequence,
though now that trouble has arisen every
one regrets the meagre stock kept. Serbian
exports of wheat, of course, of plum and
very high quality are appreciable and already
stopped, but after all this is a luxury
market and its temporary destruction is
mainly important as reducing the resources
of many thousands of hard-working Serbian
agriculturalists.

THE SERBIAN HARVEST.
The hardy people of Serbia are a very
sturdy and industrious class. The average
holding is about 20 acres, and the whole
attention of a man and his family. These
farmers and their sons constitute the
backbone of the Serbian army, but when
the fighting is over they are apt to return
to the land without further thought of
politics. Unlike the Greek, who talks politics
at every market, the Serb people wish for
the most part to labour in peace and
look instinctively to a strong ruler—a Czar.
The Serbians are at present producing
10,000,000 of wheat, 2,000,000 of barley,
1,500,000 of oats, 14,000,000 of Indian
corn, and 2,000,000 of beet sugar, expressed
from perhaps 15,000,000 of the actual sweet
root. Three million people with 4,000,000
sheep, 1,000,000 cattle, and, as many pigs
will have a substantial export surplus out
of these yields. As wheat averages about
30s. on the farm and maize 20s. only, the
tendency is to live on the maize and sell
the wheat.

Serbia has an excellent method of com-
munal grain storage, and October is the
great month when the new maize crop is
secured, hauled, and "paid in." The
deposits receiving cash up to nearly the
full amount of grain delivered. Should the
war last beyond Michaelmas disaster will
be terrible and whole districts may be
brought to the verge of starvation.
Maize is a crop which germinates in a
most dangerous manner if not secured
at the right moment, and disorders at
once serious and intractable attend
on the food use of damaged, heated
or sour corn. Greece if brought
into the war would not be so greatly
affected as Serbia, for the barley, crop
which is now, even in classical times, the
chief one, has just been secured and is a
delicately good yield. Wheat is largely
imported, and if the sea were controlled by
a hostile fleet grain incursions would
not be so easy. Barley and maize, however,
would be sufficient to tide a frugal people over
for an indefinite period.

RUMANIA AND BULGARIA.
A far greater agricultural region is
Rumania where the wheat and maize crops
each average about a hundred million
bushels, while there are about 50 million
bushels grown of serviceable feeding
barley and of a light and husky, but
well suited, oat. Rumania sells very
little produce to the United Kingdom,
but the large flow of small vessels plying
between Galatz and Constantza (the old
Turkish "Ostend") is being developed
into a fine port for the export of grain,
and the importing cities of Athens, Naples,
Genoa, Marseilles, and Barcelona must be
fed.

food demand of regions that, failing to get
Rumanian produce, must buy in New World
markets in direct competition with their
merchants. The Rumanian area is about
that of England; its wheat area is three
times ours. The winter wheat in Rumania
has just been secured and is a good yield,
but the spring wheat crops are not prom-
ising. Rumania, like Serbia, would suffer
terribly if the agricultural population were
precluded by war service from harvesting
the maize.

Bulgaria is barely on the road to re-
covery from her war service, and her
crops, though good, are not yet secured.
Wheat and barley were secured early in the
month, and the yields are put at 30 million
cwt. of wheat and seven of barley. Spring
corn is nearly ripe and the maize was sown
in May over a extensive area, probably
nearly 2,000,000 acres. The yield at 20
cwt. per acre only should be 4,000,000 cwt.,
and of this a million might be available for
exportation. This export surplus together
with perhaps half a million quarters of
wheat that might be stored were expected
to keep the wintering parts of Varna and
Burgas busy well in the winter. If the
exports were prevented from leaving the
Danubian a sadly impoverished people,
largely dependent on its agricultural ex-
ports, might find itself in a position of
great financial difficulty.

RUSSIAN EXPORTS.
The mobilization of the Russian army
before August is over is a serious matter
for a country principally depending on its
spring-sown crops. It is to be observed
that Austria-Hungary is mainly dependent
on winter-sown grain and that was not
declared until these crops were secured.
Russia is placed at a decided disadvantage
for the spring-sown wheat, barley, and oats
are not ripe until mid-August and are in
the extreme south. The acres under corn
in Russia amount to over 200 million
for the peasant proprietors never mature
the ground and the yield is very small.
The Russian grain crop is much smaller
than in any other great producing
region except Australia. Thus the harvest
extends over enormous areas and is a
prodigious business in the home.

Russian farmers have, however, a great
feeling of security in the very vastness of
the territory. There is no fear of the
stacked corn being commandeered by an
economic enemy or burned by a vengeful
one. The present year's yields are not yet
at all certain but the winter wheat is put at
about 100 million cwt. and the spring at
212 millions, in all 312,000,000 cwt. of 48lb.
for European Russia, including Poland, but
not Finland. Oats may yield a clear
100,000,000 cwt. and barley 45 to 50 millions.
The latest advice is rather unfavourable,
but the area is so prodigious that until the
Statistical Bureau at St. Petersburg reports
the estimates carry little weight. There
are good reserves of old corn in Russia, for
last year's harvests were excellent and the
demand for wheat and oats for export has
been below the average. The English
purchasing of Russian wheat, however,
has been persistent, and since April,
when the Indian crop proved 25 per cent.
deficient, has been heavy.

The Russian exports of grain in a good
season put at 250,000,000 sterling in the
pockets of growers, merchants and ship-
pers, and this amount of gold so fertilizes
the country, penetrating as it does into the
remotest villages, that no enemy of Russia
would let the grain be sold if it could be
prevented. An Austrian fleet blocking the
Danubius and a German fleet blocking the
Baltic would throw material aid on
Russian resources without needing to fire
a shot. This, however, would only be the
case if Russia lacked a maritime ally. Were
France involved, it is probable that a great
sea fight to release the Russian grain
Baltic would be an early event in the
Eastern Mediterranean.

BEST SUGAR PROSPECTS.
The Russian grain crops are in the front
rank of serviceable medium-low class dry
foods. The wheat includes a little fine
Polish, Russian, and "Golden" grown
in Little Russia, but 90 per cent. of it is a
fairly strong but irregular growth of rather
poor colour, worth, perhaps, 3s. per
cwt. to millers than fine Canadian. The
barley is a 40lb. sample, making good
barley-malt, but not being usable for
brewing. That of the southern provinces
is, however, often up to 41lb. and over
42lb., and is fit for distilling. The oats
are rather preferred to Argentine, but are
inferior to Russian, Swedish, and English.
Maize is not very largely grown, but belongs
to the same type which is suited to the
climate of south-eastern Europe and the
northern shore of the Black Sea. Russian
linseed is appreciated and England buys it
for seed purposes and for tanning stock.
It is also shipped in the form of cake.

The present cheapness of beet sugar is
due in part to the Russian exports and to
these underselling Austro-Hungarian
surpluses. With Russia and Austria-
Hungary at issue the beet sugar market is
bound to be a little affected. Russia
ships direct to Great Britain extremely
large quantities of "white" sugar, of second
quality, and a certain amount of dairy
produce. It is not known whether
these exports would be stopped as
contraband of war.

LOSING WEIGHT BY THE POUND

"Under Weight," a condition
of ill-health, shows your as-
sumptive powers are decreasing.

**WATERBURY'S
METABOLIZED
COD LIVER OIL
COMPOUND**

Supplies the blood with the
essential remaining and healthy
flesh building materials. Very
palatable.

OF ALL CHEMISTS

Price, 1/6 and 2/6.

ST. PAUL'S COLLEGE.

WORK WILL BE RESUMED

on

SATURDAY, September 12th
at 9 a.m.
Hongkong, Sept. 5, 1914. 179

LORE OF FANTAN AND OPIUM.

The initiation of social and phil-
anthropic work among members of the
Chinese colony in London, one of the
few fields which the activities of the
Churches and other charitable bodies have
left practically untouched, is being com-
templated by a number of former resi-
dents in China and others cognizant of
the conditions prevailing in that curious
little patch of the Orient wedged in be-
tween Limehouse Church and the Dock.

It is proposed to establish a hostel,
including social club and institute, with
a reading-room, and classes in English
and in certain branches of seamanship.
Importance is attached to the provision
of facilities for sending home the earn-
ings of the sailors to their wives and
families instead of squandering them at
the fantan table or in the opium den.
The vicars of the neighbouring parishes,
who are already attempting some reli-
gious work among the Chinese, are whole-
heartedly supporting the new proposal, which
will, it is hoped, result in the institution
of a Chinese Merchant Service Guild,
having as its object the promotion of the
welfare of the eight hundred Chinese who
make their temporary homes at Lime-
house.

How great is the need of such a move-
ment was revealed by inquiries made
by a "Daily News" representative re-
cently. The normal Chinese population
of Limehouse is, as has been said, about
eight hundred, and of that number there
are few who do not find their chief
diversion when ashore in opium-smoking
and gaming. The anomaly of opinion
being smoked and sold with impunity
in the London County Council area,
while men and women are being shot
for precisely similar practices in China,
has often been pointed out.

HEAVY PENALTIES NECESSARY.
At last, however, action has been
taken in the matter. The keepers of
two opium dens were recently charged,
at the instance of the Pharmaceutical
Society, with a breach of the Poisons
Act. Kuang Tai being fined £1 and costs,
and Wong Ku Chung £5 and costs, by
the Thames Police Court magistrate.
The business is too lucrative for such
penalties to have a seriously deterrent
effect, but the fact that the Pharmaceu-
tical Society is moving in the matter will
no doubt somewhat restrict the operations
of the more cautious of the traders.

More detrimental, perhaps, than the
opium den are the lottery and the fan-
tan table. It is stated that there are
in the Chinese colony seven recognized
lotteries, bearing such names as the
American, the English, the London, and
the Big Eagle. Two drawings take place
daily in each, the prizes often running
as high as £100. The magnitude of the
figures is explained by the fact that
tickets are bought by English sailors as
well as Chinese, and that the colony is
always being fed by a steady stream of
newcomers, paid off after a long voyage
each with £10 or £12 in his pocket.
Moreover, the money practically all re-
mains in circulation within the Chinese
quarter itself.

Apart from the lottery, the fan-
tan tables, with which the Pennyfields and
Limehouse, Causeway lodging-houses
abound, are a frequent source of ruin to
the seaman putting in a month
or so ashore pending re-shipment, and
more than one recent case of suicide fol-
lowing heavy gaming losses could be re-
corded.

EAST END TEMPTATIONS.

Here, too, the authorities are begin-
ning to move, and recently a raid by
the police resulted in the appearance of
nineteen Chinese at the Thames Court,
two being remanded on bail and the
other seventeen bound over for twelve
months. It would be a complete mis-
take to regard the East End Chinese as
a disolute character. On the contrary,
he is by nature singularly well-behaved,
drinking little or nothing, and rarely
involved in a brawl or street disturbance.

But as things are he has less than
a fair chance. Coming ashore in a
strange country with money in his pocket
he naturally makes for the quarter where
he knows his countrymen (he is almost
always a Cantonese or a Hakka) are to
be found. There he has weeks of idles-
sness to while away, and temptation be-
hind every shop front. Small wonder
that he turns for diversion to opium and
fantan.

There is plenty of evidence that the
Chinese themselves would appreciate fully
such an institution as is contemplated.
They prefer saving their money to squan-
dering it, and they would welcome the
opportunity of improving themselves
while ashore by acquiring a better know-
ledge of English and of their own craft.
While the initiative is necessarily being
taken by English sympathizers, it seems
clear that the fullest co-operation will
be accorded by almost all the Chinese
who are not financially interested in the
maintenance of the unsatisfactory status
quo.

REMEMBER THE NAME.

WATERBURY'S Cod Liver Oil Compound
is the best known
remedy for diarrhoea, dysentery, colic,
cramps or pains in the stomach. You may
use it with confidence. For sale by all Chemists
and Storekeepers.

AUCTIONS.

G. R.
PUBLIC AUCTION.

PARTICULARS AND Conditions of the
lottery by Public Auction Sale, to be
held on **MONDAY, the 14th day of Sept.,**
1914, at 3 p.m., at the Office of the Public
Works Department, by Order of His
Excellency the Governor, of Two Lots of
"B.W.N. LAND" at Nathan and Jordan
Roads, Kowloon and One Lot at Shaikwan
Road, in the Colony of Hongkong, for a
term of 75 years, with the option of
renewal at Crown Rents to be fixed by
the Surveyor of His Majesty the King,
for one further term of 75 years.

PARTICULARS OF THE LOTS.

Lot No.	Locality	Boundary Measure (Approximate)	Area (Approximate)	Useful Area (Approximate)	Value (Approximate)
1	At Shaikwan Road, Kowloon	1/2	1/2	1/2	1/2
2	At Nathan Road, Kowloon	1/2	1/2	1/2	1/2
3	At Jordan Road, Kowloon	1/2	1/2	1/2	1/2

GOLF CHAMPION'S EARLY DAYS.

An Intimate History.

Although Harry is the oldest member
of the golfing family of Vardon, it was
nevertheless his brother Tom who first
made a player. In truth, Tommy was
viewed in the light of one of the most
promising of the younger generation of
players, some time before Harry had
made his appearance as a professional.
I was present at an open professional
tournament at Disley in Cheshire in the
very early nineties, says Mr. Harold
Hilton, writing in a long paper. Tom
Vardon tied for first position with Taylor.
During the play I was talking to one
of the Gallies, and we were comment-
ing upon the promise of Tom Vardon.
We had quite agreed on the possibilities
of the golfing career of Tom, when
Gauldie somewhat surprised me by re-
marking, "But he has a brother who is
a much better player than he is. Tom
says so himself." At the time I was
a little loth to accept this statement as
unbelievably correct, as, although I was
well aware that there were other mem-
bers of the family of Vardon, it appeared
a little unlikely that there could be a
golfer of greater promise than Tommy
Vardon, and who could succeed in hiding
his light under a bushel.

SEEMINGLY BELIEVING.
The writer continues that he suggested
to Gauldie "that he would believe it
when he saw it." That his scepticism,
however, was in no way justified, was
quickly proved to him, and after seeing
the Vardon who was supposed to be bet-
ter than the one at St. Anne-on-Sea,
came to the conclusion that he had the
makings of a great player. After refer-
ring to the championship match between
A. H. Topham and Vardon, Mr. Hilton
continues: "But I never lost faith in
the possibilities of Harry Vardon. Just
about that time I was asked by the late
Mr. Girdwood Stewart for the name of
a promising young player who could pro-
bably manage to give Sandy Herd a
good game in an exhibition match, and
without hesitation I nominated Harry
Vardon. 'They'dily met on the links
of the Hertham Club near Morecombe.
As it happened he did not manage to
give Herd a run for his money. But
this was hardly his fault, for Sandy was
irresistible that day, and at his very
best, under the most trying conditions
of rain and wind."

ANOTHER OPPORTUNITY.
Undismayed by this failure, I was
partly instrumental in granting Vardon
another opportunity of tackling Herd,
and a home-and-home match was ar-
ranged over Huddersfield and Bury, with
which club Vardon was then associated.
Winning the loss for choice of links for
the opening 60 holes, Vardon, no doubt
with the view of getting the worst over
first, selected Huddersfield, and in com-
ing away from the Fixby course with an
adverse balance of seven holes he
might have been considered to have done
not at all badly, as I do not think I
have ever come across a course on which
local knowledge was of such advantage.

Seven holes was, however, a somewhat
severe deficit to wipe out against a player
of Herd's ability even with the advantage
Vardon held in his knowledge of the
Bury links, and it is hard to relate that
Harry never appeared at all likely to
make a fight of it. Eventually he ap-
peared to come, trying to do so, and he
had to put up with an unimpaired beam-
ing.

EFFECTS OF CONFIDENCE.
That all this experience had been bene-
ficial to him was proved later in a tourna-
ment in Ireland. He ran into the final
and gave Herd a close run. That
both his game and his confidence in him-
self were gaining by time, and bounds
at this period in his career was evidenced

by a crushing defeat of Taylor early in
1896, the match being played over the
course of the Ganton club with which
Vardon was then associated.

THE CHAMPIONSHIP OF 1896.
We then come to the Open Cham-
pionship of 1896. This was a championship
in which few who were
in search of the winner would look be-
yond Taylor and Herd, and the for-
mer having won the event in both 1894
and 1895, was a raging hot favourite.
No doubt Taylor himself, in light of his
defeat at Ganton, viewed the Jersey
man as a probable nominee, but there
were very few who gave more than a
passing thought to Harry Vardon. The
champion hip opened as if the opinion
that was to be a duel between Taylor
and Herd was to be duly confirmed, as
they left at the end of the first day's
play, and moreover at the conclusion of
the third round. Vardon was never
many strokes behind them, but attention
was so keenly focused upon the two
favourites that no one had any time to
pay attention to the play of the others.

I was playing with Vardon in that
first round, and at the fifteenth hole a
spectator detached himself from the
gathering following Herd (who was going
to the fourth hole) and asked me how
we were doing. I replied: "This man
is just about going to win." This caused
a considerable augmentation in our crowd.
We had commenced with two spectators,
and from that time forth to the conclu-
sion of the round we had ten.

My prophetic utterance proved true as
Vardon won after a tie with Taylor, and
Vardon had at last confirmed my opinion
of his promise.

BANKS

NEDELANDSCHE HANDEL- MAATSCHAPPIJ

(NEDERLANDSE TRADING SOCIETY).
ESTABLISHED 1824.

AUTHORIZED CAPITAL (f. 1,000,000) (25,000,000)

Paid-up CAPITAL (f. 500,000) (12,500,000)

RESERVE FUND (f. 2,500,000) (62,500,000)

HEAD OFFICE: AMSTERDAM.

Branches at: Rotterdam, Batavia, Soerabaya, Singapore, Hongkong, Shanghai, Canton, Hankow, Peking, Tientsin, Harbin, Manchuria, Korea, Japan, etc.

HEAD AGENCY: BATAVIA.

Branches at: Batavia, Soerabaya, Singapore, Hongkong, Shanghai, Canton, Hankow, Peking, Tientsin, Harbin, Manchuria, Korea, Japan, etc.

Branches at: Batavia, Soerabaya, Singapore, Hongkong, Shanghai, Canton, Hankow, Peking, Tientsin, Harbin, Manchuria, Korea, Japan, etc.

Branches at: Batavia, Soerabaya, Singapore, Hongkong, Shanghai, Canton, Hankow, Peking, Tientsin, Harbin, Manchuria, Korea, Japan, etc.

Branches at: Batavia, Soerabaya, Singapore, Hongkong, Shanghai, Canton, Hankow, Peking, Tientsin, Harbin, Manchuria, Korea, Japan, etc.

Branches at: Batavia, Soerabaya, Singapore, Hongkong, Shanghai, Canton, Hankow, Peking, Tientsin, Harbin, Manchuria, Korea, Japan, etc.

Branches at: Batavia, Soerabaya, Singapore, Hongkong, Shanghai, Canton, Hankow, Peking, Tientsin, Harbin, Manchuria, Korea, Japan, etc.

Branches at: Batavia, Soerabaya, Singapore, Hongkong, Shanghai, Canton, Hankow, Peking, Tientsin, Harbin, Manchuria, Korea, Japan, etc.

Branches at: Batavia, Soerabaya, Singapore, Hongkong, Shanghai, Canton, Hankow, Peking, Tientsin, Harbin, Manchuria, Korea, Japan, etc.

Branches at: Batavia, Soerabaya, Singapore, Hongkong, Shanghai, Canton, Hankow, Peking, Tientsin, Harbin, Manchuria, Korea, Japan, etc.

SHIPPING

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS, on or about the
DATES named—

FOR	STEAMERS	To SAIL	REMARKS
LONDON & ANTWERP, via "PORT SAID, SUEZ, PORT SAID & Marseilles	SOCOTRA Capt. R. P. Stevenson	About 9th Sept.	Freight & Passage
SHANGHAI	SALSETTE Capt. A. F. Vint, R.N.R.	About 11th Sept.	Freight and Passage
LONDON, via Suez Ports	SARDINIA Capt. J. T. Jeffery	12th Sept.	See note at bottom of page
SHANGHAI, MOJI, KOBE & YOKOHAMA	CANDIA Capt. R. E. Fenz	About 20th Sept.	Freight and Passage

Subject to immediate alteration without Notice.
All the above steamers are fitted with Wireless Telegraphy.

NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's vessels are insured
under The British Government National Insurance Scheme and they can effect
War Risk Insurance on individual shipments with The National Insurance
Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.

P. & O. S. N. Co.'s Office.

E. A. HAWETT, Superintendent.

CANADIAN PACIFIC ROYAL MAIL
STEAMSHIP LINE.

VIA VANCOUVER AND

THE CANADIAN PACIFIC RAILWAY.

PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

FOR VANCOUVER

From Hongkong.

EMPEROR OF INDIA Wednesday, Sept. 16.

Steamships leave HONGKONG at 12.00 Noon.

The "EMPEROR OF INDIA" and "EMPEROR OF ASIA" are now quadruple
screw steamships of 16,800 tons gross—30,000 tons displacement—
the most powerful and most luxurious on the Pacific.

All steamers of the Company's Pacific and Atlantic Fleet are equipped with the
latest wireless apparatus.

Each Trans-Pacific "Empress" connects at Vancouver with a Mail Express
Train and at Quebec with the Company's Atlantic Mail Steamers.
The Company's chain of Hotels across Canada are unsurpassed for comfort.

PASSENGER RATES, HONGKONG TO LONDON

EMPEROR OF INDIA	Optional Atlantic Port	Rate
EMPEROR OF INDIA	do	\$71.10
EMPEROR OF ASIA	do	250
EMPEROR OF JAPAN	do	250

* MONTAGUE—Intermediate service—First class railway, second cabin
Atlantic, via Canadian Atlantic Port—\$23.

Passengers purchasing Trans-Pacific Round Trip passage tickets have the
option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co.
or by the Canadian Pacific Railway.

Local and through passengers may, if desired, travel by rail between ports of call
in Japan.

Special Through Rates (First class only) are granted to Naval and
Military Officers, European Civil Service Officials, Missionaries, &c. Full particulars
on application to Agents.

Through Passengers are allowed "Stop Over" privileges at the various points of
interest on route.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to
D. W. CHADBOCK, General Traffic Agent,
(Corner Pedder Street and Piers (Opposite Blake Pier).

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAUVA, DAR, DURBAN, EAST LONDON, FORT ELIZABETH and CAPE
TOWN with transshipment at COLUMBO to Steamers of the INDIAN
AFRICAN LINE.

PROPOSED SAILINGS.

From Hongkong: From Colombo:
15th September. Connecting with "CATHIWAR" 17th October.
Excellent Accommodation for 1st and 2nd Class Passengers.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
DELAUVA, DAR, DURBAN, EAST LONDON, FORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS. Full sufficient independent offices, and affording the
quickest freight transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS

From Hongkong S.S. "SALAMIS" on 25th of October.
First Class Accommodation for Passengers.
Fitted with Wireless Telegraphy.

For Rates of Freight and Passage, apply to
THE BANK LINE, LIMITED,
MARSHING AGENTS.

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS
with transshipment at COLUMBO, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.

Proposed Sailing from Hongkong

Steamer from Hongkong	On or about	Connecting at Cebu with	On or about
CHOYHANG	Sept. 8th	"UMKUI"	Oct. 10th
YATHEUNG	Sept. 11th		

For Freight and further particulars apply to
DODWELL & CO., LTD., Agents.

HONGKONG--NEW YORK

REGULAR SAILINGS via PORTS and SUEZ CANAL.
(With liberty to call at the Malabar Coast).

FOR BOSTON & NEW YORK.

S.S. SAINT ROBERT on or about 8th September.

For Freight & further particulars, apply to
DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KUMI
(SOUTH SEA MAIL S.S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore
Batavia, Samarang and Sourabaya

S.S. RIMUS MARU, For S'pore, Batavia, Samarang & Sourabaya 22nd Sept.

For Freight or Passage apply to
DODWELL & CO., LTD., Agents.

SHIPPING

PACIFIC MAIL S.S. CO.

OPERATING
MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

STEAMERS	TONS	DESTINATIONS
MONGOLIA	27000 tons	MANCHURIA
KOREA	18000 tons	SIBERIA
CHINA	10200 tons	NILE
PERSIA	8000 tons	

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama,
Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

S.S.	Destination	Sailing	Time
S.S. MONGOLIA	Manila	Tuesday	15th Sept. Noon
S.S. KOREA	Manila	Tuesday	15th Sept. 1 p.m.
S.S. SIBERIA	Manila	Tuesday	15th Sept. 1 p.m.
S.S. CHINA	Manila	Tuesday	15th Sept. 1 p.m.

These steamers are famous for their modern equipment, comfort, and the superiority of
the cuisine, which is under the personal supervision of Mr. V. Moncal, the world-famous
caterer. Large staterooms equipped with electric fans and running water. Berths
equipped with electric reading lamps. Numerous amusements—well water swimming
tank, Filipino orchestra, deck games, dances, etc.—not a dull moment throughout the trip.
The Ship and the Comfort of Passage in Our First Cabin.

For further information, rates, literature, schedules, etc., apply to
R. C. MORTON, Agent,
King's Building (Opposite Blake Pier), Telephone No. 111.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA
JAPAN and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer	Displacement	Tons & Speed
TENYO MARU	22,000-21 knots	From Nagasaki 20 Sept.
SHINYO MARU	22,000-21 knots	From Nagasaki 6 Oct.
CHIYO MARU	22,000-21 knots	From Hongkong 20 Oct.

Steamers via Shanghai will be despatched at NOON.

Manila " " " " at 10.30 A.M.

First Class to London \$71.10 Return (6 months) \$130.

First Class to New York \$20.

San Francisco \$25.

SPECIAL SUMMER RATES TO JAPAN.

NAGASAKI	KOBE	YOKOHAMA
\$120.	\$135.	\$150.

Passengers purchasing Trans-Pacific Return tickets have the option of returning
from SAN FRANCISCO by steamers of the Pacific Mail S.S. Co. or from VAN-
COUVER by steamers of the Canadian Pacific Railway Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS,
MISSIONARIES, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail
Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

Telephone 291. KING'S BUILDING (Opposite Blake Pier).

SOUTH AMERICA LINE.

via Japan Ports, Honolulu, Hilo, Manzanillo Salina Cruz,
Callao, Iquique and Valparaiso.

Thence by Trans Andean Route to Buenos Aires.

Steamer	Displacement	Tons & Speed	Sailing
SEIYO MARU	14,000-14 knots	Saturday, 3rd October.	

For full particulars as to Passage and Freight apply to
S. MORIMOTO, Agent.

Telephone 291. KING'S BUILDING (Opposite Blake Pier).

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN,
Via SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,
Via SUEZ CANAL.

For	STEAMERS	To SAIL
SHANGHAI, KOBE AND YOKOHAMA		

MARSEILLES, via Ports of Call	STEAMERS	On or about
	CORDILLERE	14th September.
	POLYNESIE	28th September.

ALL STEAMERS FITTED WITH WIRELESS.

RE-STEERING on the Co's Steamers at COLUMBO for CALCUTTA, BOMBAY and
AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

For further particulars apply to
P. THOMAS, Agent.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

MAIL SERVICE

TO AUSTRALIA, via MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
S.S. ALBANY	September 2nd	Sept. 25th at 10 a.m.
EASTERN	September 16th	October 9th at 10 a.m.
ALDENHAM	October 3rd	October 26th at 10 a.m.

These steamers are fitted with Refrigerating Machinery, ensuring a plentiful
supply of Ice-Fresh Provisions, etc., and are lighted throughout with Electricity.
All State-rooms have Electric Fans. A fully qualified Doctor and stewards are carried.
For further particulars, apply to
GIBB, LIVINGSTON & CO.
Agents.

SHIPPING

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HONGKONG	KWANGS	Sept. 8, at 9 a.m.
SHANGHAI	CHENAN	Sept. 8, at 4 p.m.
MANILA, Cebu & ILOILO	CHENAN	Sept. 8, at 4 p.m.
HONGKONG, PAKHOI & HAIPHONG	SUYOKING	Sept. 9, at 10 a.m.
SHANGHAI	YANGTSE	Sept. 10, at 4 p.m.
MANILA, Cebu & ILOILO	YANGTSE	Sept. 10, at 4 p.m.
WEIHAIWEI & TIENSIN	KWANGS	Sept. 17, at Noon.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. "LINTAN" and S.S. "SANTU".

MANILA LINE. Twin Screw Steamers "Chinkua," "Taming," & "Tean."
Excellent Saloon accommodation on all ships. Electric Fans fitted. Extra state-rooms
on deck, aft on "Taming" and "Tean."

SHANGHAI LINE. The Twin Screw Steamers "Anhui," "Chenai,"
"Shanghai" and the S.S. "Lingchow," "Luchow," and "Yingchow," having excellent
accommodation with Electric Light throughout, and Electric Fans in the State-rooms
and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and
Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and
Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern
China Ports.

These Steamers land passengers in Shanghai, avoiding the inconvenience of trans-
shipment at Woosung.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

For	STEAMERS	To SAIL
SHANGHAI	CHOYHANG	TUESDAY, Sept. 8, at Noon.
SHANGHAI	YATHEUNG	WEDNESDAY, Sept. 9, at Noon.
SHANGHAI, KOBE & MOJI	KUTSANG	WEDNESDAY, Sept. 9, at Noon.
SHANGHAI	CHOYHANG	THURSDAY, Sept. 10, at Noon.
SHANGHAI	YATHEUNG	THURSDAY, Sept. 10, at Noon.
SINGAPORE, PENANG & YATHEUNG	YATHEUNG	THURSDAY, Sept. 10, at Noon.
SINGAPORE, PENANG & YATHEUNG	YATHEUNG	THURSDAY, Sept. 10, at Noon.
MANILA	CHOYHANG	THURSDAY, Sept. 10, at Noon.
SANDAKAN	YATHEUNG	THURSDAY, Sept. 10, at Noon.
MANILA	YATHEUNG	THURSDAY, Sept. 10, at Noon.

RETURN TOURS TO JAPAN.

The steamers Kutsang, Norwong & Luchow leave about every 3 weeks for Shang-
hai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time
occupied 30 days. This service is supplemented by the Kutsang, Kwangsi, Luchow,
and Kwangsi leaving Hongkong at regular intervals for Yokohama, Kobe & Moji
and returning thence direct to Hongkong. Time occupied 15 days.

These vessels have all modern improvements and are fitted throughout with Electric
Light.

A fully qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Choochoo, Tientsin,
Dahly, Weihaiwei & Tsingtau.

Taking Cargo on through Bills of Lading to Endat, Lahad Datt, Simporna,
Tawau, Uman, Jesselton and Labuan.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
General Managers.

Telephone No. 215.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals
taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,

Agents.

Telephone No. 215.

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

'SHIRE' LINE SERVICE—HOMEWARD.

For	STEAMERS	Date of Departure
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	MERIONETHSHIRE	About 8th September.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	CARDIGANSHIRE	About 30th September.

For freight and further particulars, apply to
JARDINE, MATHESON & Co., Ltd.,
AGENTS.

Telephone No. 215. 5th St. No. 2.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI
AND JAPAN PORTS.

Steamers are despatched EASTWARD and WESTWARD at regular intervals
taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to
DAVID BARBOON & CO., LTD.
AGENTS.

Telephone No. 215. 5th St. No. 2.

SHIPPING



STEAM FOR

STRAITS, CEYLON, AUSTRALIA,
COLUMBO, EGYPT, MADRAG,
RANEAN PORTS, PLYMOUTH
AND LONDON.

Through Bills of Lading issued for BATA-

VIA, PERSIAN GULF, CONTIN-

ENTAL, AMERICAN AND SOUTH

AFRICAN PORTS.

THE Steamship SARDINIA, Capt. J.

T. Jerrard, carrying His Majesty's

Mails will be despatched from this port

for BOMBAY, on SATURDAY, the

12th Sept., at noon, taking Passengers

and Cargo for the above ports in connection

with the Company's Steamship Mores-

from Colombo. Passengers' accommodation

in which vessel is superior before departure

from Hongkong.

Silk and Valuable, and Tea and Cargo

for India, France, and London (under

arrangement) will be transhipped at

Columbo into the mail steamer proceeding

direct to Marseilles and London. Other

Cargo for London etc., will be conveyed

via Bombay and transhipped to the At-

lantic via London on 23rd Oct., 1914.

Parcels will be received at this Office

until 4 p.m. the day before sailing. The

contents and value of all packages are

required.

For further particulars, apply to

E. A. HAWETT,

Superintendent.

Hongkong, August 29, 1914.

NOTICES TO CONSIGNEES.

SHIPPING

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer to Yokohama	Leave Yokohama	Leave Shanghai	Leave Hongkong	Leave Colombo	Due at Marseilles	Due at London
Sept. 3	SARDINIA	Sept. 8	Sept. 12	MOREA	Oct. 10	Oct. 16
Sept. 17	SALSETTE	Sept. 22	Sept. 26	MALAKA	Oct. 23	Oct. 29
Oct. 1	ORIENTAL	Oct. 6	Oct. 10	MALAKA	Nov. 8	Nov. 12
Oct. 15	MAITA	Oct. 20	Oct. 24	MALAKA	Nov. 22	Nov. 26
Oct. 29	ARCADIA	Nov. 3	Nov. 7	MALAKA	Dec. 6	Dec. 10

THE ATTENTION of Passengers is drawn to the Accelerated Arrival of the Mail Steamers at Marseilles, Plymouth & London. These vessels will now arrive in Marseilles on Friday & on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.35 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and there for BRINDISI, transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON AND MARSEILLES

1st SALOON	2nd SALOON	3rd SALOON	4th SALOON	5th SALOON	6th SALOON	7th SALOON	8th SALOON	9th SALOON	10th SALOON
Accommodation SINGLE	Accommodation SINGLE	Accommodation SINGLE	Accommodation SINGLE	Accommodation SINGLE	Accommodation SINGLE	Accommodation SINGLE	Accommodation SINGLE	Accommodation SINGLE	Accommodation SINGLE
£28.00	£18.00	£12.00	£8.00	£5.00	£3.00	£2.00	£1.50	£1.00	£0.75
RETURN	RETURN	RETURN	RETURN	RETURN	RETURN	RETURN	RETURN	RETURN	RETURN
£56.00	£36.00	£24.00	£16.00	£10.00	£6.00	£4.00	£3.00	£2.00	£1.50

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS
WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave Yokohama	Leave Shanghai	Leave Hongkong	Leave Colombo	Due at Marseilles	Due at London
NAMUR	Sept. 29	Oct. 3	Oct. 7	Oct. 11	Oct. 15	Oct. 19
SELENE	Oct. 10	Oct. 14	Oct. 18	Oct. 22	Oct. 26	Oct. 30
SELENE	Oct. 24	Oct. 28	Oct. 31	Nov. 4	Nov. 8	Nov. 12
NAGOYA	Dec. 5	Dec. 9	Dec. 13	Dec. 17	Dec. 21	Dec. 25

These Steamers call also at PORT SWETTENHAM, PENANG, and COLOMBO.

FARES TO LONDON

1st SALOON £28.00 SINGLE, £56.00 RETURN.

2nd SALOON £18.00 SINGLE, £36.00 RETURN.

3rd SALOON £12.00 SINGLE, £24.00 RETURN.

4th SALOON £8.00 SINGLE, £16.00 RETURN.

5th SALOON £5.00 SINGLE, £10.00 RETURN.

6th SALOON £3.00 SINGLE, £6.00 RETURN.

7th SALOON £2.00 SINGLE, £4.00 RETURN.

8th SALOON £1.50 SINGLE, £3.00 RETURN.

9th SALOON £1.00 SINGLE, £2.00 RETURN.

10th SALOON £0.75 SINGLE, £1.50 RETURN.

All Passengers Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For further particulars apply to

E. A. HEWETT, Superintendent.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st & 2nd Class) AVAILABLE FOR 8 MONTHS.

COMMENCING 1st JUNE, ENDING 30th SEPTEMBER, 1914.

Yokohama Return, Kobe Return, Mito Return, Nagasaki Return.

1st class \$185, 2nd class \$81.

1st class \$122, 2nd class \$75.

1st class \$108, 2nd class \$65.

1st class \$95, 2nd class \$57.

With option of Rail between Steamer's call & Ports in Japan.

For further information apply to

T. KUSUMOTO, Manager.

Telephone No. 292.

SHIPPING

OSAKA SHOSEN KAISHA.

REGULAR SERVICE, PROPOSED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION)THE AMERICAN LINE TO TACOMA
AND SEATTLEin connection with
THE CHICAGO MILWAUKEE & ST. PAUL
RAILWAYvia KEELUNG, SHANGHAI, NAGASAKI, KOBE,
YOKOHAMA, AND YOKOHAMA.

S.S. "MEXICO MARU" Capt. N. Kobayashi, Wednesday, 10th Sept. at 4 p.m.

S.S. "CHICAGO MARU" Capt. K. Hori, Thursday, 1st Oct. at 4 p.m.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted for carrying Silk, Treasure and Parcels.

FOR BOMBAY via SINGAPORE, PORT SWETTENHAM, PENANG, AND COLOMBO.

S.S. "LUZON MARU" Capt. T. Miyata, Sunday, 20th Sept. a.m.

FOR FOCHOW via SWATOW AND AMOY.

S.S. "KAIJO MARU" Capt. Y. Yamamoto, Friday 11th Sept. at 2 p.m.

FOR TAMSUI via SWATOW AND AMOY.

S.S. "DAIGO MARU" Capt. S. Tokichige, Sunday 13th Sept. at Noon.

S.S. "DAIJIN MARU" Capt. K. Murakami, Sunday 13th Sept. at Noon.

FOR ANPING AND TAKOW via SWATOW AND AMOY.

S.S. "SOSHI MARU" Capt. K. Hattori, Wednesday, 9th Sept. at 10 a.m.

These Steamers of Coast and Formosa Line have excellent accommodation for first Class passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from the Soon Yip Wharf near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO

Y. ASAI, Manager,
Second Floor No. 1, Queen's Building.

Reduced First Class Fares.

GREAT NORTHERN STEAMSHIP COMPANY.

S.S. "MINNESOTA".

CAPACITY 28,000 Tons. 20,718 Tons Gross Register. LENGTH 630 Feet.

BREAD 73 Feet.

EQUIPPED WITH WIRELESS TELEGRAPHY.

Sails from Hongkong 14th November, 1914.

FOR SEATTLE via NAGASAKI, INLAND SEA, KOBE AND YOKOHAMA.

Hongkong, Manila and Shanghai to Seattle or San Francisco

Round Trip Tickets (Good for Six Months)

Nagasaki to Seattle or San Francisco

Round Trip Tickets (Good for Six Months)

Kobe and Yokohama to Seattle or San Francisco

Round Trip Tickets (Good for Six Months)

Manila, Hongkong, Shanghai or Japan Ports of Call to London and Return

(Six Months)

Manila, Hongkong, Shanghai or Japan Ports of Call to London and Return

(24 Months)

Reduced rates to all Ports in the United States, Canada, and Europe.

Luxurious Passenger Accommodation—Suites and State-rooms (all Outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

DIRECT connection at Seattle with Great Northern and Northern Pacific Railways for all points in the United States, Canada and Europe.

Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

Special rates to Missionaries, and their families.

For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA, Agents,
Princes Building.

THE KAILAN MINING

ADMINISTRATION.

KAIPING COAL

Now well-known throughout the East for

STEAM RAISING, FORGING, STEEL MAKING, SHIP'S HUNKER, AND

HOUSEHOLD PURPOSES.

KAIPING COKE

Competition with the best quality English Coke for

FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.

HIGHEST FIREBRICKS

FIRECLAY,

STOCKS ALWAYS ON HAND.

OFFICES: QUEEN'S BUILDINGS, HONGKONG.

TEL. ADDRESS: MAISHAN, HONGKONG.

TELEPHONE: No. 869.

DODWELL & CO., LTD., Agents.

THE CHINA MAIL, LTD.

UNDERTAKES

ALL SORTS OF ARTISTIC JOB-PRINTING

such as

INVITATION CARDS, MENUS, DANCE AND ENTERTAINMENT

PROGRAMMES, CIRCULARS, PAMPHLETS, BOOKS, PROSECUTIONS, WINE LISTS, ETC. ETC. ETC.

Obtain quotations from

THE CHINA MAIL OFFICE,

5, Wyndham Street.

European Supervision

Moderate Price.

Vessels Advertised as Loading.

DESTINATION	VESSEL	AGENTS	DATE OF LEAVING
Australia Ports, &c.	Sh. Albion	Shibb Livingston & Co.	Sept. 26, at 10 a.m.
Australia Ports, &c.	Eastern	Shibb Livingston & Co.	Oct. 2, at 10 a.m.
Australia Ports, &c.	Alcedon	Shibb Livingston & Co.	Oct. 30, at 10 a.m.
Japan & Seattle	Nippon Yusen Kaisha	Nippon Yusen Kaisha	Sept. 14
Japan & Seattle	Tokyo Kisen Kaisha	Tokyo Kisen Kaisha	October 3
Japan & Seattle	Nippon Yusen Kaisha	Nippon Yusen Kaisha	Sept. 12
Japan & Seattle	Tokyo Kisen Kaisha	Tokyo Kisen Kaisha	Sept. 11
Japan & Seattle	Nippon Yusen Kaisha	Nippon Yusen Kaisha	Sept. 15
Japan & Seattle	Tokyo Kisen Kaisha	Tokyo Kisen Kaisha	Sept. 14
Japan & Seattle	Nippon Yusen Kaisha	Nippon Yusen Kaisha	Sept. 12
Japan & Seattle	Tokyo Kisen Kaisha	Tokyo Kisen Kaisha	Sept. 11
Japan & Seattle	Nippon Yusen Kaisha	Nippon Yusen Kaisha	Sept. 15
Japan & Seattle	Tokyo Kisen Kaisha	Tokyo Kisen Kaisha	Sept. 14
Japan & Seattle	Nippon Yusen Kaisha	Nippon Yusen Kaisha	Sept. 12
Japan & Seattle	Tokyo Kisen Kaisha	Tokyo Kisen Kaisha	Sept. 11
Japan & Seattle	Nippon Yusen Kaisha	Nippon Yusen Kaisha	Sept. 15
Japan & Seattle	Tokyo Kisen Kaisha	Tokyo Kisen Kaisha	Sept. 14
Japan & Seattle	Nippon Yusen Kaisha	Nippon Yusen Kaisha	Sept. 12
Japan & Seattle	Tokyo Kisen Kaisha	Tokyo Kisen Kaisha	Sept. 11
Japan & Seattle	Nippon Yusen Kaisha	Nippon Yusen Kaisha	Sept. 15
Japan & Seattle	Tokyo Kisen Kaisha	Tokyo Kisen Kaisha	Sept. 14
Japan & Seattle	Nippon Yusen Kaisha	Nippon Yusen Kaisha	Sept. 12
Japan & Seattle	Tokyo Kisen Kaisha	Tokyo Kisen Kaisha	Sept. 11
Japan & Seattle	Nippon Yusen Kaisha	Nippon Yusen Kaisha	Sept. 15
Japan & Seattle	Tokyo Kisen Kaisha	Tokyo Kisen Kaisha	Sept. 14
Japan & Seattle	Nippon Yusen Kaisha	Nippon Yusen Kaisha	Sept. 12
Japan & Seattle	Tokyo Kisen Kaisha	Tokyo Kisen Kaisha	Sept. 11
Japan & Seattle	Nippon Yusen Kaisha	Nippon Yusen Kaisha	Sept. 15
Japan & Seattle	Tokyo Kisen Kaisha	Tokyo Kisen Kaisha	Sept. 14
Japan & Seattle	Nippon Yusen Kaisha	Nippon Yusen Kaisha	Sept. 12
Japan & Seattle	Tokyo Kisen Kaisha	Tokyo Kisen Kaisha	Sept. 11
Japan & Seattle	Nippon Yusen Kaisha	Nippon Yusen Kaisha	Sept. 15
Japan & Seattle	Tokyo Kisen Kaisha	Tokyo Kisen Kaisha	Sept. 14
Japan & Seattle	Nippon Yusen Kaisha	Nippon Yusen Kaisha	Sept. 12
Japan & Seattle	Tokyo Kisen Kaisha	Tokyo Kisen Kaisha	Sept. 11
Japan & Seattle	Nippon Yusen Kaisha	Nippon Yusen Kaisha	Sept. 15
Japan & Seattle	Tokyo Kisen Kaisha	Tokyo Kisen Kaisha	Sept. 14
Japan & Seattle	Nippon Yusen Kaisha	Nippon Yusen Kaisha	Sept. 12
Japan & Seattle	Tokyo Kisen Kaisha	Tokyo Kisen Kaisha	Sept. 11
Japan & Seattle	Nippon Yusen Kaisha	Nippon Yusen Kaisha	Sept. 15
Japan & Seattle	Tokyo Kisen Kaisha	Tokyo Kisen Kaisha	Sept. 14
Japan & Seattle	Nippon Yusen Kaisha	Nippon Yusen Kaisha	Sept. 12
Japan & Seattle	Tokyo Kisen Kaisha	Tokyo Kisen Kaisha	Sept. 11
Japan & Seattle	Nippon Yusen Kaisha	Nippon Yusen Kaisha	Sept. 15
Japan & Seattle	Tokyo Kisen Kaisha	Tokyo Kisen Kaisha	Sept. 14
Japan & Seattle	Nippon Yusen Kaisha	Nippon Yusen Kaisha	Sept. 12
Japan & Seattle	Tokyo Kisen Kaisha	Tokyo Kisen Kaisha	Sept. 11
Japan & Seattle	Nippon Yusen Kaisha	Nippon Yusen Kaisha	Sept. 15
Japan & Seattle	Tokyo Kisen Kaisha	Tokyo Kisen Kaisha	Sept. 14
Japan & Seattle	Nippon Yusen Kaisha	Nippon Yusen Kaisha	Sept. 12
Japan & Seattle	Tokyo Kisen Kaisha	Tokyo Kisen Kaisha	Sept. 11
Japan & Seattle	Nippon Yusen Kaisha	Nippon Yusen Kaisha	Sept. 15
Japan & Seattle	Tokyo Kisen Kaisha	Tokyo Kisen Kaisha	Sept. 14
Japan & Seattle	Nippon Yusen Kaisha	Nippon Yusen Kaisha	Sept. 12
Japan & Seattle	Tokyo Kisen Kaisha	Tokyo Kisen Kaisha	Sept. 11
Japan & Seattle	Nippon Yusen Kaisha	Nippon Yusen Kaisha	Sept. 15
Japan & Seattle	Tokyo Kisen Kaisha	Tokyo Kisen Kaisha	Sept. 14
Japan & Seattle	Nippon Yusen Kaisha	Nippon Yusen Kaisha	Sept. 12
Japan & Seattle	Tokyo Kisen Kaisha	Tokyo Kisen Kaisha	Sept. 11
Japan & Seattle	Nippon Yusen Kaisha	Nippon Yusen Kaisha	Sept. 15
Japan & Seattle	Tokyo Kisen Kaisha	Tokyo Kisen Kaisha	Sept. 14
Japan & Seattle	Nippon Yusen Kaisha	Nippon Yusen Kaisha	Sept. 12
Japan & Seattle	Tokyo Kisen Kaisha	Tokyo Kisen Kaisha	Sept. 11
Japan & Seattle	Nippon Yusen Kaisha	Nippon Yusen Kaisha	Sept. 15
Japan & Seattle	Tokyo Kisen Kaisha	Tokyo Kisen Kaisha	Sept. 14
Japan & Seattle	Nippon Yusen Kaisha	Nippon Yusen Kaisha	Sept. 12
Japan & Seattle	Tokyo Kisen Kaisha	Tokyo Kisen Kaisha	Sept. 11
Japan & Seattle	Nippon Yusen Kaisha	Nippon Yusen Kaisha	Sept. 15
Japan & Seattle	Tokyo Kisen Kaisha	Tokyo Kisen Kaisha	Sept. 14
Japan & Seattle	Nippon Yusen Kaisha	Nippon Yusen Kaisha	Sept. 12
Japan & Seattle	Tokyo Kisen Kaisha	Tokyo Kisen Kaisha	Sept. 11
Japan & Seattle	Nippon Yusen Kaisha	Nippon Yusen Kaisha	Sept. 15
Japan & Seattle	Tokyo Kisen Kaisha	Tokyo Kisen Kaisha	Sept. 14
Japan & Seattle	Nippon Yusen Kaisha	Nippon Yusen Kaisha	Sept. 12
Japan & Seattle	Tokyo Kisen Kaisha	Tokyo Kisen Kaisha	Sept. 11
Japan & Seattle	Nippon Yusen Kaisha	Nippon Yusen Kaisha	Sept. 15
Japan & Seattle	Tokyo Kisen Kaisha	Tokyo Kisen Kaisha	Sept. 14
Japan & Seattle	Nippon Yusen Kaisha	Nippon Yusen Kaisha	Sept. 12
Japan & Seattle	Tokyo Kisen Kaisha	Tokyo Kisen Kaisha	Sept. 11
Japan & Seattle	Nippon Yusen Kaisha	Nippon Yusen Kaisha	Sept. 15
Japan & Seattle	Tokyo Kisen Kaisha	Tokyo Kisen Kaisha	Sept. 14
Japan & Seattle	Nippon Yusen Kaisha	Nippon Yusen Kaisha	Sept. 12
Japan & Seattle	Tokyo Kisen Kaisha	Tokyo Kisen Kaisha	Sept. 11
Japan & Seattle	Nippon Yusen Kaisha	Nippon Yusen Kaisha	Sept. 15
Japan & Seattle	Tokyo Kisen Kaisha	Tokyo Kisen Kaisha	Sept. 14
Japan & Seattle	Nippon Yusen Kaisha	Nippon Yusen Kaisha	Sept. 12
Japan & Seattle	Tokyo Kisen Kaisha	Tokyo Kisen Kaisha	Sept. 11
Japan & Seattle	Nippon Yusen Kaisha	Nippon Yusen Kaisha	Sept. 15
Japan & Seattle	Tokyo Kisen Kaisha	Tokyo Kisen Kaisha	Sept. 14
Japan & Seattle	Nippon Yusen Kaisha	Nippon Yusen Kaisha	Sept. 12
Japan & Seattle	Tokyo Kisen Kaisha	Tokyo Kisen Kaisha	Sept. 11
Japan & Seattle	Nippon Yusen Kaisha	Nippon Yusen Kaisha	Sept. 15
Japan & Seattle	Tokyo Kisen Kaisha	Tokyo Kisen Kaisha	Sept. 14
Japan & Seattle	Nippon Yusen Kaisha	Nippon Yusen Kaisha	Sept. 12
Japan & Seattle	Tokyo Kisen Kaisha	Tokyo Kisen Kaisha	Sept. 11
Japan & Seattle	Nippon Yusen Kaisha	Nippon Yusen Kaisha	Sept. 15
Japan & Seattle	Tokyo Kisen Kaisha	Tokyo Kisen Kaisha	Sept. 14
Japan & Seattle	Nippon Yusen Kaisha	Nippon Yusen Kaisha	Sept. 12
Japan & Seattle	Tokyo Kisen Kaisha	Tokyo Kisen Kaisha	Sept. 11
Japan & Seattle	Nippon Yusen Kaisha	Nippon Yusen Kaisha	Sept. 15
Japan & Seattle	Tokyo Kisen Kaisha	Tokyo Kisen Kaisha	Sept. 14
Japan & Seattle	Nippon Yusen Kaisha	Nippon Yusen Kaisha	Sept. 12
Japan & Seattle	Tokyo Kisen Kaisha	Tokyo Kisen Kaisha	Sept. 11
Japan & Seattle	Nippon Yusen Kaisha	Nippon Yusen Kaisha	Sept. 15
Japan & Seattle	Tokyo Kisen Kaisha	Tokyo Kisen Kaisha	Sept. 14
Japan & Seattle	Nippon Yusen Kaisha	Nippon Yusen Kaisha	Sept. 12
Japan & Seattle	Tokyo Kisen Kaisha	Tokyo Kisen Kaisha	Sept. 11
Japan & Seattle	Nippon Yusen Kaisha	Nippon Yusen Kaisha	Sept. 15
Japan & Seattle	Tokyo Kisen Kaisha	Tokyo Kisen Kaisha	Sept. 14
Japan & Seattle	Nippon Yusen Kaisha	Nippon Yusen Kaisha	Sept. 12
Japan & Seattle	Tokyo Kisen Kaisha	Tokyo Kisen Kaisha	Sept. 11
Japan & Seattle	Nippon Yusen Kaisha	Nippon Yusen Kaisha	Sept. 15
Japan & Seattle	Tokyo Kisen Kaisha	Tokyo Kisen Kaisha	

